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COUNTRY Poland

SUBJECT Highway and Railroad Conditions on the Hel Peninsula

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1. "The current Six Year Plan provides for the construction and repair of roads on the Hel Peninsula. These asphalt roads were built for tourist traffic before World War II and were only partially rebuilt and reinforced by the Germans. Their general condition is far from satisfactory, and the heavy traffic is making them worse. Although the current Plan period expires in 1955, no real improvements have yet been made.
2. "Practically no new roads have been built along the Polish coast. The authorities endeavor to keep the Gdynia-Wejcherowo and Gdynia-Wielka Wiesz roads in fairly good condition. (Fish are transported along the latter road from Wladyslawowo to Gdynia). The potholes in the asphalt are filled with shingles or, sometimes, with asphalt.
3. "The drivers in Poland are divided into three classes:
 - a) Members of the first class have the right to drive buses and heavy, 10-15 ton trailer trucks.

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- b) Members of the second class drive large cars and trucks up to 13 tons.
- c) Members of the third class may drive all types of cars and small lorries.

There is probably a special permit also for motorcycle owners.

4. "Most of the trucks in use in Poland are of the ZIS make, but there are quite a number of Bedford, Dodge and Mack trucks sent in by UNRRA still about. There are also former German trucks ('pomiesieckie'), mostly with Diesel motors, of the Biesing, Klockner and Steier makes. The Steier is a three-ton truck with an 'air radiator'. One can also see large, red, 10-ton trucks. [redacted] 50X1-HUM
5. "The new Warszawa cars rather resemble a Chevrolet in appearance, but their chassis are weak. The Warszawa has a Poloda motor and seats four to six persons. The chassis is too high off the ground, and the car rides badly. More and more of these Warszawa cars can be seen in Gdynia.
6. "A second-hand car in good order costs up to 12,000 Zl. The reason it is so cheap is that there are but few people who dare to buy a car because of the fear of higher taxes.
7. "Polish bicycles are not good now because the ball bearings are too weak. These bearings are made either of a steel that is too soft and gets scratched easily or of a steel that is too brittle and liable to break. Good ball bearings were formerly imported from the Soviet Zone of Germany. A Polish bicycle cost about 900 Zl up to March 1952. In August 1952 it cost 1200 Zl.
8. "The Polish motorcycles are of equally poor quality. The SHL costs 3500 Zl, but lasts no longer than a year because it is a serial product and the cylinders and pistons get worn out within a year. Czech JAWA motorcycles are better. They cost 8000 Zl, however, and are reserved for directors and members of the CP. An ordinary citizen may buy old German motorcycles, eg a BMW for 10,000 Zl. Spare parts are obtainable for these German motorcycles.
9. "The traffic on the Hel Peninsula is considerable. [redacted] 50X1-HUM
[redacted] The summer of 1950, however, was the last time that Czech holiday makers were seen on the Polish coast, at Jurata near Jastarnie on the Hel Peninsula.
10. "Heavy freight trains with open cars covered with tarpaulins run on the railroad line on the Hel Peninsula - in the direction of Hel during the day, returning at night. These trains are so heavy that all the fishing villages tremble when they pass (The entire peninsula is really a sand bar). The fishermen are of the opinion that these trains are run partly to give the inhabitants of Hel the impression that there are considerable supplies of war material on the peninsula. These transports were very frequent during March, April and the beginning of May 1952 - two or three trains daily. They appeared [redacted] to be military demonstrations connected with the unification of Germany. The trains in the direction of Hel ran usually about 11:00 am or lunchtime, so that everyone would see them. Every train had about 40 or 50 cars, including open flatcars carrying field cannon of 16 or 17 calibre and also cannons 'called' 17'. The trains had strong American-type locomotives supplied by UNRRA. 50X1-HUM
11. "In order to create an impression of deep friendship between the Poles and East Germans, the Soviets often unload in the harbor of Hel ships that carry Soviet war material destined for the Soviet Zone of Germany. This material is then transported to the Soviet Zone on Polish trains, as if it had been produced in Poland for export to the Germans and not in the USSR, as it actually has been.
12. "Yet, no Soviet armed forces are seen on the peninsula, with the exception of the Soviet officers who drive in cars [redacted] back and forth to Hel. 50X1-HUM
13. "In April 1952, a passenger train ran into a goods train at Orłowo, between Gdansk and Gdynia, just where the line branches off. Luckily, the passenger train was not going too fast, so the number of victims was not too large. The daily express train could not get through, however, to Hel. This express train stops at every station between Reda and Gdynia and becomes a 'quick' train between Gdynia

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and Hel.

14. "A monthly railroad ticket between Gdynia and Puck costs 15 Zl. The fishermen belonging to ARKA, GRYF and JEDNOSC RYBACKA are entitled to buy such tickets. Railwaymen receive an 80% reduction on all tickets and also 12 tickets free of charge each year to any destination they may choose.
15. "Despite their small pay (the Jastarnie station official receives 300 Zl per month), the railroad workers are able to make a living because they 'do not see' the travellers who have bought no tickets and divide the winnings with such travellers 50-50. The official abbreviation PKP (Polskie Koleje Panstwowe) is accordingly said to mean the return ticket between Kuznica and Wielka Wies (the station for Wladyslawowo) costs four Zl officially. The passengers actually pay only two Zl."

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